INTERESTING ITEMS.

COMPLIMENTARY DINNERS. - The Saturday Review observes of complimentary dinners:-As a rule, we suspect these affairs afford much more pleasure to small men than to the big man. They are placed in an unusually fine and exalted position. They become the patrons, and therefore the more than equals, of the here of their evening. The deep grati-tude which is always so estentationally paraded by the guest is by them taken quite in earnest. They humbly persuade themselves that they have somehow placed the great author under an obligation; that they deserve very well of him; that, if he has written delightful novels, they, in turn, have provided for him a delightful treat of food and oratory. It is curious to think how many worthy men there are to whom to come into contact with persons of eminence even in this remote way is gratifying and elevating beyond description—to whom it is really a thing to be much thought of that they should have come under the bodily eye of Lord Lytton or Mr. Dickens, and perhaps, in the expansion of the hour of parting, should have seized the hand that wrote "Pickwick" or "Pelham." This makes them actual friends, or at least acquaintances, of the great man—after a fashion. The con-lagion of glory is a wonderful force in all these affairs. For some very plain man, with a name absolutely and forever unknown beyond the limits of a very narrow private circle, to and that name blazoned in the public prints n company with peers and judges and poets, to cease to be obscure. A ray or two from he divine halo which glitters around the pend of the chairman and the illustrious nest lights up even the humblest and most bscure of the stewards. To pay one's shot or dining with eminent literary personages is o receive some breath or two of the divine iterary afflatus. Who dines with literary nen must needs himself be literary; and to have a reputation for being this, especially in very rural and very commercial circles, is to ave a right to lay down critical laws to one's eighbors. LACE MAKING .- The origin of the art of

taking lace by hand is lost in the early twiight of history. This delicate and graceful tyle of ornament may be traced upon the ringed borders of Egyptian dresses and in he costume of Greek females. Its name, whether we refer it to lacinia or laqueus, points to its use among the Roman beauties. In the ooks of Numbers and Deuteronomy "knotted inges" have even a religious import. The litivation of this exquisite branch of industry as raised it almost to a place among the ne arts. The demand for hand-made lace, o far from yielding to the invasion of ma-hinery, seems to be but stimulated by the pur of rivalry. The fact is that no mechacal product can compare in artistic excelnce with the direct issue of the human rain and hand. For old lace, in particular, bulous and ever-increasing prices are given. ven the tombs, we are told, in certain special omes of this highly prized industry, have sen rifled for the rich bridal veils and robes which it has been the custom to invest the brms of the dead. The sumptuous and careally got-up work of Mrs. Bury Palliser may be erred to as the most exhaustive account of e history, together with the artistic and ecoomical bearings, of the manufacture of hand-nade lace. It is Mr. Felkin's task, in the cond portion of his book, to trace the meanical processes whereby the productions of is most intricate of the manual arts have en successfully imitated. Nearly every nown mesh, certainly every useful one, has n reproduced by machinery. Elaborate and steful designs have been introduced, so that, regards at least all but the most rare and elicate patterns, the articles made in the mabine can with difficulty be distinguished from

HYPOCHONDRIAGAL HUMBUGS .- A writer in the ondon Cosmopolitan observes:-"There are ypochondriacal humbugs of a mental kind mewhat of the Byronic order, who, though ature has given them the faculty of enjoyent and enough to make them cheerful, yet at of sheer perversity court melancholy, and ways look on the shady side of things. They hink it "interesting" to appear morose, cynial, and despondent. And, strange to say, hey are not generally those who have seen nuch of life, or have a bitter experience of pany years to allege as a reason for their loomy views. Indeed, they are oftenest only ast at the entrance of their real life work. foung ladies who, like one of Mr. Dickens' haracters, at two-and-twenty, declare the world to be a desert of Sahara, who profess to ind nothing enjoyable in existence, who persist in cherishing some disappointment of their arly teens, and protest that on account of blighted affections and withered hopes they re quite unable to take any interest in the easures or the duties of life-these are hypohondriacal humbugs of the mental sort! Young men who rail at the frailty of women, marl at matrimony, sneer at the pursuits which please their comrades, are bitterly denunciative of everything which men call happiness, and with gloomy satisfaction tell you hat the world is a mere muddle of misery and wrong, while they assume to surrender temselves with the resignation of despair to e dreary lot which destiny has assigned hem—these also are hypochondriacal humbugs of the mental sort, whose melancholy and insipid sentimentalism is all sham, put on to over the most commonplace feelings.

Forging Screws.-Screws are now made by he novel mode of forging. The thread is ormed between two swedges, the screw being turned round till the swedges meet, under the blows of the hammer. Screws thus manufactured, says the Scientific Review, will answer well for coarse uses; and there seems no reason why, if finished up by dies, they should not be fitted for any purpose. The thread must be stronger, not having been strained during its formation.

PENAL SERVITUDE. - There were 77 convicts under sentence of penal servitude or transportation for life in the Government prisons in England at the end of last year. Of this number 38 were aged cripples or permanent invalids, 11 treason-felony convicts, 5 soldiers sentenced for military offenses, and 23 convicts, the majority of whom have been sentenced since 1864, and cannot, therefore, have their cases considered until twenty years have elapsed.

-The New Albany (Ind.) Commercial says:—"It is understood that General Weitzel regards the construction of a canal on this side of the river as entirely feasible, and will embody a recommendation to that effect in his report of the survey."

-The Methodist parsonage at Athens, Ga., was robbed on Sunday night last of \$400 in money and numerous valuable papers, amounting to several thousand dollars. The papers were afterwards found.

-Kirkhoff, the celebrated German physi-rist, Schenkel, the great Unitarian, and Zeller, the philosopher, are all eloquent and effective

-Moriat, the Swiss geologist, provided in his will that his skull should be engraved with his name and deposited in the Museum at Berlin.

SHIPPING

SHIPPING

STEAM TO LIVERPOOL, CALLING
The Inman Line, anting SEMI-WEEKLY, carrying the United States Mails.

E. NA. Saturday, December 14
CLTY UF HOSTON. Saturday, December 24
CLTY UF HOSTON. Saturday, December 25
CLTY OF LONDON. Saturday, January 10
and each succeeding Saturday and Wednesday, at 1000, from Pier No. 45 NORTH River.

Rates of Parange by the Mail Steamer satiling
EVERY SATURDAY:

Payable in Gold. Payable in Currency.

First Cablon. 100

1 to London. 25
1 to Paris. 45
Passage by the Wednesday steamers:—First Cablon, 210 Steerage steerage passage from Liverpool or Queensiown, 141, currency. Tickets can be bought here by persons sending for their friends, For further information apply at the Company's offices.

12 90 No. 411 CHESNUT Street, Phila.

PASSAGE TO AND FROM
BY STEAMSHIP AND SAILING PACKET,
DRAPTS AVAILABLE THROUGHOUT ENGLAND
INCLAND, SCOTLAND, AND WALKS. For particulars, apply to
TAPSCOTTS, BROTHEBS & CO.,
No. 58 SOUTH Street, and No. 22 BROADWAY,
11 Or to THOS. T. SEARLE, No. 217 WALNUT

NORTH AMERICAN STRAMSHIP COMPANY. Through Line to California, via Ponama

or Nicaragua. Sa ling from New York December 5th and 15th;
January 5th, 15th, and 25th, and February 15th and
25th, with New Steamships of the First-class.

Passage Lower than by any other Line.

For inrther information address the undersigned,
at No. 177 WEST Street. New York.

D. N. CARRINGTON, Agent,
Or THOMAS R. SEARLE,
No. 217 WALNUT Street,
Philadelphia, Pa.

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COM-PANY'S REGULAR SEMI-MONTHLY LINE, FOR NEW ORLEANS, LA., VIA HAVANA, JUNIATA, 1718 tons, Captain F. F. Hoxis, STAROF THE UNION, 1075 tons, Capt. T. N. Cooksey, The JUNIATA will leave for New Orleans on Saturday, December 21, at 8 o'clock A. M., from Pier South Wharves, The STAR OF THE UNION will leave New Orleaus for this port on Saturday, Decomber 21.

Through bills of lading signed for freight to Mobile, Gaiveston, Natchez, Vicksburg, Memphis, Nashville, Cairo, St. Louis, Louisville, and Cincinnati.

Agents at New Orleans, Creevy Nickerson, & Co.

WILLIAM L. JAMES, General Agent, CHARLES E. DILKES, Freight Agent, 1122

No. 514 S. Delaware avenue.

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COM-FANY'S REGULAR SEMI-MONTHEY LINE, FOR WILMINGTON, N. C.
The steamship PIONEER, 8:2 tons, capain J. Bennett, will leave for the above port on Thursday, December 19, at 5 o'clock P. M., from Pier 18 South Wharves. WILLIAM L. JAMES, General Agent,
CHARLES E, DILKES, Freight Agent,
No. 314 S. Delaware avenue.

THE PHILADELPHIA AND
SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR LINE
FOB SAVANNAIL, GA.
TONAWANDA, 850 tons, Captain Wm, Jennings,
WYOMING, 850 tons, Captain Jacob Teal.
The steamship WYOMING will leave for the
above port on Saturday, December 14, at 8 o'clock A,
M., from Pier 18 South Wharves.
Through passage tickets sold, and freight taken for
all points in connection with the Georgia Central Railroad.
WILLIAM L. JAMES, General Agent,
No. 314 S. DELAWARE Avenue.
Agents at Savannah, Hunter & Gammeil. 11:22

PHILABELPHIA, RICHMOND
AND NORFOLK STEAMSHIP LINE,
THROUGH AIR LINE TO THE SOUTH
AND WEST
THROUGH RECEIPTS TO NEWBERN.
Also all points in North and South Carolina, vis
Seabourd and Roanoke Railroad, and to Lynchburg
Va., Tennessee and the West, via Norfolk, Peters
burg, South-Side Railroad, and Richmond and Danville Railroad.
The regularity, safety and cheappean of this rows burg, south-side maintain, and historia.

The regularity, safety and cheapness of this route commend it to the public as the most desirable medium for carrying every description of freight.

No charge for commission, drayage, or any expense

of transfer.
Steamships insure at lowest rates, and leave regularly from first wharf above Market street.

Freight received daily.

WILLIAM P. CLYDE & CO.,

No. 14 North and South WHARVES.

W. P. PORTER, Agent at Richmond and City Point. T. P. CROWELL & CO., Agents at Norfolk. 61

OPPOSITION TO MONO
POLY.-DAILY LINE FOR BALTI
MORE, via Chesapeake and Dela ware tanal.

Philadelphia and Baltimore Union Steamboat Company, daily at 3 o'clock P. M.

The Steamers or this line are now plying regularly netween this port and Baltimore, leaving the Pler No. 2 N. Delaware avenue, above Market street daily at 2 o'clock P. M. (Sundays excepted).

Carrying all description of Freight as low as any other line.

Freight handled with great care, delivered promptly, and forwarded to all points beyond the terminus free of commission.

Particular attention paid to the transportation of all description of Merchandles, Horses, Carriagos etc. etc.

etc. etc.
For further information apply to
JOHN D. RUOFF, Agent,
5 16)
No. 18 N. DELAWARE Avenue, NEW EXPRESS LINE TO NO. 18 N. DELL WARE Avenue,

NEW EXPRESS LINE TO NEW EXPRESS LINE TO NEW EXPRESS LINE TO DELL'AND A L'EXAMPLE AVENUE, A L'EXAMPLE AVENUE, NE L'EXAMPLE A L

Express Steamboat Company Steam Propellers leave Daily from first wharf below Market street. Through in twenty-four hours. Goods forwarded to all points, North, East, and West, free of commission.

Freight received at the lowest rates,
WM. P. CLYDE & CO., Agents,
No. 14 South Wharves. JAMES HAND, Agent, No. 194 Wall street, New York.

SURE Transportation Company Despects and Earlian Canal, on and after the 15th of March, leaving daily at 12 M, and 5 P. M., connecting with all Northern and Eastern lines.

For freight, which will be taken on accommodating terms analy to terms, apply to WILLIAM M. BAIRD & CO.,
No. 122 S. DELAWARE Avenue,

TO SHIP CAPTAINS AND OWNERS. TO SHIP CAPTAINS AND OWNERS.

The undersigned having leased the K ENcarculon SCREW DOCK, bega to inform his friends
and the patrons of the Dock hat he is prepared with
increased facilities to accommodate those having
yeasels to be raised or repaired, and being a practical
ship-carpenter and caulker, will give personal attention to the vessels entrusted to him for repairs.

Captains or Agents, Ship-Carpenters and Machinists
having vessels to repair, are solicited to call.

Having the agency for the sale of "Wetterstedts'
Patent Metallie Composition" for Copper paint, for
the preservation of vessels' bottoms, for this city, I am
prepared to furnish the same on reasonable terms.

JOHN H. HAM MITT,

Kensington Screw Dock,

B DELAWARE Avenue, above Laurel street.

1 DELAWARE Avenue, above Laurel street, HARDWARE, CUTLERY, ETC.

STANDBRIDGE, BARR & CO. IMPORTERS OF AND DEALERS IN

FOREIGN AND AMERICAN HARDWARE, NO. 1831 MARRIET STREET, Offerior sale a large stock of

Hardware and Cutlery, TOGETHER WITH 1000 KEGS NAILS AT BEDUCED PRICES. [37 thate

CUTLERY. A fine assortment of POCKET and
TABLE CUTLERY, RAZORS,
RAZOR STROPS, LADIES' SCISBORS, PAPER AND TAILORS' O L V. HELMOLD'S Cutlery Store, No. 185 South TENTH Street, Three doors above Walnut

JOHN CRUMP, CARPENTER AND BUILDER; SHOPS: NO. 215 LODGE STREET, AND NO. 1738 CHESNUT STREET,

PHILADELPHIA

RAILROAD LINES.

FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA. THE SCHUYLKILL. SUSGUEHANNA. COUMBERLAND, AND WYOMING VALLEYS, THE NORTH, NORTHWEST, AND THE CANAIAS.
WINTER ARRANGEMENT OF PASSENGER TRAINS MONDAY, November 18, 1867.
Leaving the Company's Depot, as THIRTEENTH and CALLOWHILL Streets, Philadelphia, at the tollowing bours:

and CALLOWHILL Streets, Philadeiphia, at the following hours:

MORNING ACCOMMOBATION,

At 7:30 A. M., for Reading and intermediate stations. Heturning, leaves Residing at 6:30 P. M., arriving in Philadeiphia at 9:10 P. M.

At 8:35 A. M. for Reading, Lebanon, Harrisburg Fotaville, Pinegrove, Lamequa, Sundury, Williams port, Elmira, Rochester, Niagara Palis, Buffaio Allentewn, Wilkesbarre, Pittston, York, Carlisle Chambersburg, Regentown, etc. etc.

This train councets at READING with East Pennsylvania Railroad trains for Allentown, etc., and the Lebanon Valley train for Harrisburg, etc., at POR1 CLISTON with Catawis a Railroad trains for Williamsburg, Lock Haven, Elmira, etc., at HARRISBURG with Northern Central Cumberland Valley and Schuylkill and Susquebanua trains for Northmeterismd, Williamsport, York, Chambersburg Pinegrove, etc.

and Schuyikill and Susquebauna tralus for NorthEmberland, Williamsport, York, Chambersburg
Pinegrove, etc.,

AFTERNOON EXPRESS
Leaves Philadelphia at 2-3 P. M., for Reading, Pottsville, Harrisburg, etc., connecting with Reading and
Columbia Bailroad trains for Columbia, etc.
PO+TSTOWN ACCOMMODATION
Leaves Pottstown at 5-5 A. M., stopping at Intermediate stations; arrives in Philadelphia at 9-05 A. M.
Returning, leaves Philadelphia at 5-06 P. M.; arrives
in Pottstown at 7-05 P. M.

Leaves Reading at 7-05 A. M., stopping at all way
stations, arriving at Philadelphia at 10-15 A. M.
Returning, leaves Philadelphia at 10-15 A. M.
According at 6-45 P. M.
A., and Pottsville at 8-35 A. M.; arriving in Philadelphia at 10-0 P. M. Afternoon trains leave Harrisburg
at 2-10 P. M. Pottsville at 2-45 P. M.; arriving in Philadelphia at 6-45 P. M.

HARRISBURG ACCOMMODATION,
Leaves Reading at 7-15 A. M., and Harrisburg at 4-10

P. M. Control of the following at 4-10

P. M. Control o Leaves Reading at 7:15 A. M., and Harrisburg at 6:10 P. M. Connecting at Reading with Afternoon Acco-modation south at 6:30 P. M., arriving in Philadelphia

at 810 P. M.

Market train, with passenger car attached, leaves
Philadelphia at 184 p. noon for Pottsville and all way
stations. Leaves Pottsville at 700 A. M. for Philadelphia and all way stations.

All the above trains run dally, sundays excepted.

Sunday frains leave Pottsville at 800 A. M., and
Philadelphia at 815 P. M. Leave Philadelphia for
Reading at 870 A. M., returning from Reading at 425
P. M. CHESTIER VALLEY PALLED

CHESTER VALLEY RAILROAD.

P. M.

Passengers for Downingtown and satermediace points take the 730 A. M., and 400 P. M. trains from Philadelebia, returning from Downingtown at 630 A. M. and 100 P. M. trains from Downingtown at 630 A. M. and 100 P. M.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST

Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 100 A. M. and 150 and 1006 P. M., and connecting at Harr sburg with Pennsylvania and Northern Central Railroad express trains for Pittsburg, chicago. Williamsport, Eimira, Baitimore, etc.

Beiurning, express train leaves Harrisburg on arrival of the Pennsylvania express from Pittsburg, at 8 and 455 A. M., and 910 P. M., passing Reading at 440 and 636 A. M., and 115 P. M., and arriving in New York at 1010 and 1145 A. M., and 500 P. M. Sieeping cars accompany these trains through between Jersey City and Phitsburg, without change.

A mail train for New York leaves Harrisburg at 810 A. M. and 205 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 7 and 1130 A. M., and 710 P. M., returning from Tamaqua at 735 A. M., and 146 and 415 P. M.

SCHUYLKILL AND SUSQUEHANNA RAIL-

P. M., returning from Tamaqua at 7:35 A, M., and 1:40 and 4:15 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 7:35 A. M. for Pinegrove and Harrisburg, and 12:45 noon for Pinegrove and Tremont, returning from Harrisburg at 5:35 P. M., and 6:40 P. M.

TIUK ETS.

Through first-class tickets and emigrant tickets to at the principal points in the North and West and Cauada.

al the principal points in the North and West and Cauada.

Exc. rsion tickets from Philadelphia to Reading and intermediate stations, good for one day only, are sold by Morning Accommodation, Market train, Reading and Polistown Accommodation trains, at reduced rates. Excursion tickets to Philadelphia, good only for one day, are sold at Reading and intermediate stations, by Reading and Potatown Accommodation trains, at reduced rates.

The following tickets are obtainable only at the office of the Reading of Commodation trains, at reduced rates.

The following tickets are obtainable only at the office of the Reading of G. A. NICOLLS, General St. perintendent, Reading:—

COMMUTATION TICKETS

At 25 per c. unt. discount, between any points desired,

COMMUTATION TICKETS

At 25 per c int, discount, between any points desired, for lamilies a of firms.

MILEAGE TICKETS,

Good for 200 miles between all points, \$4250 each for families an i firms.

BEASON TICKETS,

For three, six, oine, or twelve months, for holders only, to all point i, at reduced rates.

CLERGYMEN

Residing on the line of the road will be furnished cards entitling the miscless and wives to tickets at nair fare,

EXCURSION TICKETS

From Philadelph. a to principal statio

EXC:TRSION TICKETS

From Philadelph.a to principal stations, good for Saturdry, Sunday, and Monday, at reduced fare, to be had only at the Ticket Office, at THIRTEENTH and CALLOWHILL Streets.

FREIGHT.

Geo's of all descripts one forwarded to all the above points from the Company's Freight Depot, BROAD and WILLOW Streets.

FREIGHT TRAINS

Leave Philadelphia dully at 520 A. M., 17:45 noon and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and al. points forward.

Close at the Philadelphia Post Office for all places on the road and its branch is at 5 A. M., and for the principal stations only at 2:15 P. M.

4 82

DENNSYLVANIA CONTRAL BAILROAD WINTER TIME, TAKING EFFECT NOV. 24, 1867.
The trains of the Pennsyl ania Central Railroad leave the Depot, at THAINTY FIRST and MANKET Streets, which is reached d rectly by the Market Street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure, The Chesnut and Wainut Streets cars run within one square of the Depot.

On Sundays—The Market Street cars leave Front and Market Streets thirty-five minutes before the departure of each train.

Biseping Car Tickets can be b d on application as the Ticket office, N. W. cor. Ninth and Chesnut streets, and at the Depot.

Agents of the Union Transfer C mpany will call for and deliver baggage at the Depot. Orders left at No. 116 Market street, No. 1 S. Eievenib street, will receive attention.

TRAINS LEAVE DEPot. 1230

Mail Train.
Fast Line and Eric Express.
Paol Accommodation, No. 1.
Harrisburg Accommodation.
Lancaster Accommodation. Parkesburg Train.... Western Accommodation Train... Erie hinil Cincinnati Express.
Philatelphia Express.
Paoli Accommodation, No. 2. ...11 30 P. M.

Market street, TRAINS ARRIVE AT DEPOT, VIZ. Cincinnati Express.

Philadelphia Express.

Pacit Accommodation. No. 1. Paoli Accommodation, No. 2. 7.10 P. M.

by special contract. EDWARD H. WILLIAMS,
4 29 General Superintendent, Altoons, Pa.

DHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILBOAD, TIME TABLE, FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 905, 10, 11, 12 A. M.; 1, 2, 33, 33, 4, 5, 63, 610, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown 5, 7, 7, 5, 8, 20, 9, 10, 11, 12 A. M., 1, 2, 2, 4, 45, 6, 45, 7, 8, 8, 10, 11, P. M.

The 820 Down Train, and 35 and 55 Up Trains will not along on the Germantown Branch.

1. 2. 3. 4. 45, 6, 65, 7, 8 9, 10, 11 P. M.

The 870 bown Train, and 35 and 55 Up Trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia 98 A. M. 2, 7, 105 P. M.

Leave Germantown 85 A. M. 3, 6, 95 P. M.

CHESNUT HILL RAILROAD.

Leave Philadelphia 6, 8, 10, 12 A. M. 2, 304, 654, 7, 8, and 11 P. M.

Leave Chesnut Hill 710, 8, 240, and 11 0, A. M. 140, 840, 540, 640, 840, and 10 40 P. M.

ON SUNDAYS.

Leave Philadelphia 91 A. M. 2 and 7 P. M.

Leave Chesnut Hill 710 A. M. 1240, 540, and 925 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 6, 75, 9, and 11 05 A. M. 15, 8, 48, 53, 63, 805, and 115 P. M.

Leave Philadelphia 9 A. M., 230 and 9 P. M.

Leave Norristown 540, 7, 750, 9, and 11 A. M. 116, 8, 55, 63, and 65 P. M.

Leave Philadelphia 9 A. M., 230 and 9 P. M.

Leave Philadelphia 6, 76, 9, and 1105 A. M., 134, 8, 65, 65, 60, 806, 50, and 115 P. M.

Leave Philadelphia 6, 78, 9, and 1105 A. M., 134, 8, 65, 65, 60, 806, 50, and 115 P. M.

Leave Manayunk 70, 7, 8, 20, 96, and 105 A. M., 2, 85, 5, 63, 9, and 105 P. M.

Leave Philadelphia 3 A. M. 250 and 9 P. M.

Leave Manayunk 75, A. M., 6 and 95, P. M.

Leave Philadelphia 3 A. M. 25, and 105 A. M., 2, 85, 5, 63, 9, and 105 P. M.

Leave Philadelphia 3 A. M. 25, and 105 A. M., 2, 80, 15, 63, 9, and 105 P. M.

Leave Philadelphia 3 A. M. 25, and 105 A. M., 2, 80, 15, 63, 9, and 105 P. M.

Leave Philadelphia 3 A. M. 25, and 175 P. M.

Leave Philadelphia 3 A. M. 25, and 175 P. M.

Leave Philadelphia 3 A. M. 25, and 175 P. M.

Leave Philadelphia 3 A. M. 25, and 175 P. M.

Leave Philadelphia 3 A. M. 25, and 175 P. M.

Leave Manayunk 75, A. M., 6 and 95, P. M.

W. B. WILSON General Superintondent,

W. B. WILSON General Superintondent,

W. B. WILSON General Superintondent,

Depot, NIMTH and GREEN Streets.

RAILROAD LINES.

NORTH PENNSYLVANIA BAILBOAD.

NORTH PENNSYLVANIA BAHLBOAD.

1.1: E MIDDLE ROUTE.—SBUTIEST and most direct route to Betblebem, Atlentown, Manch Chunk, Haselton, White Haven, Wilkesbarre Mahanoy City, Mount Carmel, Pintston, Scranton, and all polote in the Lehigh, Mahanoy, and Wyoming coal regions.

Passenger Depot in Fhiladelphia, N. W. corner of BERKS and AMERICAN Streets.

WINTER ARRANGEMENTS.

NINE DAILY TRAINS.

On and after THURSDAY, Nov. 14, 1867, Passenger trains leave the New Depot, corner Berks and American streets, daily (Sundays excepted), as follows:—A17-6 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Railroad for Allentown, Catasauqua, Statington, Mauch Chunk, Weatherly, Jeansville, H. Pelton, White Haven, Wilkesbarre, Pittston, Scranton, and all points in Lehigh and Wyoming valleys; also, in connection with Lehigh and Mahanoy Railroad, for Ruperi, Danville, Milton and Willansport, Arrive at Manch Chunk at 12-65 A, M.; at Wilkesbarre at 8 P. M.; at Mahanoy City, and with Catawinsa Railroad, for Ruperi, Danville, Milton and Willansport, Arrive at Manch Chunk at 12-65 A, M.; at Wilkesbarre at 8 P. M.; at Mahanoy City at 2 P. M.; at Scranton at 400 P. M.

Passengers by this train can take the Lehigh Valley train, passing Retblebem at 12-55 P. M., for Easton, and points on New Jerney Central Railroad to New York.

At 8-55 A, M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for ork. A.M.—Accommodation for Doylestown, atop-

At 8-45 A.M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hathoro, and Hartsville, by this train, take the stage at Old York road.

At 10-16 A. M.—Accommodation for Fort Washington, stopping at intermediate stations.

At 10-16 A. M.—Express for Bethlenem, Allentown, Maoch Chunk, White Haven, Wilkesbarre, Mahanoy City, Centralis, Shenandoan, Mount Carmel, Fittson, Scranton, and all points in the Mahanoy and Wyoming Coal regions. Passengers for Greenville take this train to Quakertown.

At 2-15 P.M.—Accommodation for Doylestown, stopping at all intermediate stations. Parsengers take for Somneytown.

At 4-15 P.M.—Accommodation for Doylestown, stopping at all intermediate stations. Parsengers take for Somneytown. ping at all intermediate stations Passengers for Willow Grove, Hatboro, and Harsville, take stage at

Abington. At 520 P. M.—Through accommedation for Bethlehem and all stations on main line of North Pennsylvania Raijroad, connecting at Bethlehem with Lehigh Valley Evening train for Easton, Allentown, and Mauch Chunk.

At 6:20 P. M.—Accommodation for Lansdale, stopping at all intermediate stations.

At 11:30 P. M.—Accommodation for Fort Washington.

Ington. TRAINS ARRIVE IN PHILADELPHIA. TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem, at 9 is A. M., 2 05, and 8 to P. M.
2 05 P. M. train makes direct connection with Lehigh
Valley trains from Easton, Soranton, Whikesbarre,
Mahanoy City, and Hazieton, Passengers leaving Easton at 11 20 A. M. arrive in Philadeir his at 2 05 P. M.
Passengers leave Wilkesbarre at 1 20 P. M. connect
at Bethlehem at 6 15 P. M., and arrive in Philadelphia
at 8 to P. M.
From Doylestown at 8 35 A. M., 5 10 and 7 00 P. M.
From Lansdale at 7 30 A. M.
From Fort Washington at 11 10 A. M. and 8 05 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9 30 A. M.
Philadelphia for Bethlehem at 9 30 A. M.
Philadelphia for Bethlehem at 9 20 P. M.
Doylestown to Philadelphia at 4 00 P. M.
Bethlehem to Philadelphia at 4 00 P. M.
Bethlehem to Philadelphia at 4 00 P. M.
Filth and Sixth Streets Passenger cars convey passengers to and from the new depot.
White cars of Second and Third Streets line and
Union line run within a short distance of the Depot.
Tickets must be procured at the Ticket Office in
order to secure the lowest rates of fare.

ELLIS CLARR, Agent,
Tickets sold and Baggage checked through to principal points at Mann's North Pennsylvania Baggage
Express Office,

1 it

Florence.
At 6 and 10 A. M., 1, 3:30, 5, 6, and 11:30 P. M., for Edgewater, Riverside, Riverton, and Palmyra.
At 6 and 10 A. M., 1, 3:30, 6, and 11:30 P. M., for Fish House.

At 6 and 10 A. M., 1, 3°30, 6, and 11°30 P. M., for Fish House.

The 1 and 11°30 P. M. Lines leave from Market Street Ferry, upper Side.

Lines FROM KENSINGTON DEPOT

Will leave as follows:—
At 11 A. M., 4°40 P. M., and 12 P. M. (night), via Kensington and Jersey City, New York Express Lines, Fare, 83.

At 8 10°15 and 11 A. M., 2°30, 3°30, 4°30, 5, and 12 P. M., for Trenton and Bratol.

At 8 and 10°15 A. M., 2°30, 5, and 12 P. M., for Morrisville and Tallytown.

At 8 and 10°1 A. M., 2°30, 4°30, 5, and 12 P. M., for Schenck's. At 8 and 107 A. M., 230, and 5 P. M., for Eddington.
At 10 15 A. M., 230, and 5 P. M., for Eddington.
At 7:50 and 10 15 A. M., 230, 4 5, 5, and 12 P. M., for Cornweil's. To:resdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8 P. M., for Holmesburg and intermediate stations,
BELVIDERE DELAWARE RAILEGAD, LINES,
From Kensington Depot. From Kensington, Depot,
At 8 A. M. for Nisgara Falls, Buffalo, Dunkirk,
Canandalgua, Elmira, Ithaca, Owege, Rochester,
Blughamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroadsburg, Water
Generic etc. trose, Wilkebarre, Cornected, Cornected, etc., At S.A. M. and 3:20 P. M., for Belvidere, Easton, Lambertville, Elemington, etc.

The 3:30 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Betnie-

At 5 P. M. for Lambertville and intermediate stations.
Lines from West Philadelphia Depot, via Connecting Railway, will leave as follows:
At 9:39 A. M., and 1:30 and 6:30 P. M., New York Express Lines via Jersey City, Fare 85:25.
The 9:50 A. M. and 6:30 P. M. Lines will run daily, All others, Sundays excepted.
At 9:30 A. M. 1:20 and 6:30 P. M. for Trenton.
At 9:30 A. M. 1:20 and 6:30 P. M. for Bristrol.
November 25, 1887. WM. H. GATZMER, Agent,

November 25, 1807. WM. H. GATZMER, Agent.

DHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.

TIME TABLE.

Commencing Monday, September 30, 1867. Trains will leave Depot, corner BROAD Street and WASHINGTON Avenue, as follows:—
Way Mail Train at 830 A. M. (Sundays excepted) for Baitimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for
Crisfled and intermediate stations.

Express Train at 12 M. (Sundays excepted) for Baitimore and Washington.

Express Train at 12 M. (Sundays excepted) for Baitimore and Washington, stopping at Chester, Thuriow, Linwood, Claymont, Wilmington, Newport, Fishton, Newark, Ekton, Northeast, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's
Run.

Night Express at 11-90 P. M. (dally) for Bailimore
and Washington, Connects at Wilmington (Saturdays excepted) with Delaware Railroad Line, stopping at Newcastle, Middletawn, Clayton, Dover, Harrington, Seatord, Salisbury, Princess Anne, and connecting at Chisfield with Boat for Fortress Monroe,
Norfolk, Portemouth, and the South.

Passe pgers for Fortress Monroe and Norfolk, via
Baitmore, will take the 12 M. Train, Via Crisfield
will take the 11-00 P. M. Train,
Stopping at all stations between Philadelphia and
Wilmington.

Leave Philadelphia at 1-30, 420, 400, and 1-50 (daily)

Winnington.

Leave Philadelphia at 1:30, 4:30, 6:00, and I:30 (daily)

P. M. The 4:30 P. M. Train connects with Delaware
Railroad for Milford and intermediate stations. The
8:00 P. M. Train runs to New Castle.

Leave Wilmington at 7 and 8 A. M., 4:00 and 6:30

(dails) P. M.
FROM BALTIMORE TO PHILADELPHIA.
Leave Baltimore 7-25 A. M., Way Mail; 9-35 A. M.,
Express; 275 P. M., Express; 6-35 P.M., Express; 8-35
P. M., Express.
EUNDAY TRAIN FROM BALTIMORE.
EUNDAY TRAIN FROM BALTIMORE.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 8th P. M. stopping at Havrede-Grace, Perryville, and Wilmington. Also stops at
North-east, Eikton, and Newark, to take passengers
for Philadelphia and leave passengers from Washington or Baltimore, and at Chester to leave passengers
from Washington or Baltimore.

Through Tickets to all points West, South, and
South-west may be procured at the Ticket Office, No.
828 Chicknut atreet, under the Continental Hotel,
where, also, atate-rooms and berths in sleeping-cars
can be secured during the day. Persons purchasing
tickets at this office can have their baggage checked
at their residence by the Union Transfer Company,

4.83

DHILADELPHIA AND ERIE RAILROAD,-WINTER TIME TABLE,
Through and direct route between Philadelphia,
Baltmore, Harrisburg, Williamsport, and the Great
Oil Region of Fennsylvania.
ELFGANT SLEEPING CARS on all Night Trains,
On and after MONDAY, November 25, 1887, the trains
on the Philadelphia and Eric Railroad will run as
follows:—

RAILROAD LINES.

RAILROAD LINES.

WEST CHESTER AND PHILADELPHIA

RAILROAD, VIA MEDIA.

On and after MONDAY, October 7, 1967, Trains will
leave Depot, THIETY-PIRST and CHESNUT Streets.
West Philadelphia, as follows:
Leave Philadelphia for West Chester, 2474. A. M.,
II A. R., 230 P. M., 215 P. M., 430 P. M., 5.5 P. M., 3nd
II S. P. M.

Leave West Chester for Philadelphia, from Dopoon East Market street, at 225 A. M., 745 A. M., 810
and 10°45 A. M., 176 P. M., 420 and 655 P. M.

Trains leaving West Chester at 250 A. M., and leaving Philadelphia at 450 P. M., will stop at B. C. Junction and Media only.

Passengars to or from stations between West Chester and H. C. Junction going cans, will take train
leaving West Chester at 756 A. M., and going west
will take train leaving Philadelphia at 450 P. M., and
transfer at B. C. Junction,

The Chesnul and Walmut Street cars connect with
all of the above trains, carrying passengers down
Chesnul street, past the principal holeis and the Camden and Amboy RR. office, at Walmut street wharf,
passing out Walmut attreet to the depot.

The Market Street cars will be in waiting, as usual
at Thirty-first and Market streets, on the arrival of
each train, to convey passengers into the City; and,
for lines leaving the Dupot take the cars on Market
street, the last car connecting with each train leaving
Front and Market streets thirty minutes previous to
departure.

ON SUNDAYS.

Front and Market streets thirty minutes previous to departure.

ON SUNDAYS.

Leave Philadelphia at 830 A. M. and 2 P. M.

Leave West Chester at 735 A. M. and 4 P. M.

Leave West Chester at 735 A. M. and 4 P. M.

The cars on Market street will connect with all Sunday trains, both ways, as usual, leaving Front and Market streets thirty-Rye minutes before the train leaves Depot, and will leave Depot on arrival of each train, to carry passengers into the city.

Trains leaving Philadelphia at 735 A. M. and 450 P. M., and leaving Philadelphia at 735 A. M. and 450 P. M., connect at B. C. Junction with trains on P. and B. C. B. R., for Oxford and intermediate points.

Passengers are allowed to take wearing appared only, as baggage, and the Company will not in any case be responsible for an amount exceeding one hundred dollars, unless a special contract is made for the same.

HENRY WOOD,

4 132

General Superintendent.

DHILADELPHIA AND BALTIMORE CENTRAL RAILBOAD.—Winter Arrangements, On and sitter & CONDAY, October 7, 1807, Trains will leave Philadelphia, from the Depot of the West Chester and Philadelphia, Railroad, corner of THIRTY-FIRST and CHESN UT Streets (West Philadelphia), at 745 A. M. and 45e P M.

Leave Rining Sun at 546 and Oxford at 631 A. M. and leave Oxford at 325 P. M.

A Market Train, with Passenger Car attached, will run on Tuesdays and Fridays, leaving the Rining Sun at 1100 A. M., Oxford at 1145 M., and Kennett at 146 P. M., connecting at West Chester Junction with a Train for Philadelphia, On Wednesdays and Saturdays trains leave Philadelphia at 235 P. M., run ing through to Oxford.

The Train leaving Philadelphia at 745 A. M. connects at Oxford with a daily line of Stages for Peach Bottom, in Lancaster county, Returning, leaves Peach Bottom to connect at Oxford with the Atternoon Train for Philadelphia.

The Train leaving Philadelphia at 450 P. M., runs to Rising Sun, Md.

Passengers allowed to take wearing apparel only as baggage, and the Company will not in any case by responsible for an amount exceeding one hundred dollars, unless a special contract be made for the same 5 112

CAMDEN A ND BURLINGTON COUNTY
14,1867, trains will leave from foot of MARKET Street
(upper ferry), for Merchantville, Moorestown, Hartford, Masonville, Hainesport, Moont Holly, Smithville, Evansville, Vincentown, Birmingham, and
Pemberton, at 10°30 A, M, and 4°30 P, M,

Leave Pemberton at 7°20 A, M, and 2°30 P, M,

"Mt. Holly, "7°42" "254"

M. Holly, "7°42" "254"

M. Holly, "7°42" "372"

"Moorestown" 8°08 "372"

10°22"

C. SALLER Superintendent,

U EST JERSEY RAILROAD LINES, FROM foot of MARKET Street (Upper Ferry).
Commencing TUESDAY, September 17, 1957,
For Bridgeton, Satem Vineland, Millville, and intermediate stations, 8'00 A. M., and 3'30 P. M.
For Cape May 3'30 P. M.
For Woodbury at 8'00 A. M., and 3'30 and 6'00 P. M.
Freight Train leaves chamden at 12 M. (noon) daily.
Freight will be received at Second Covered Wharf below Walnut street, from 7'00 A. M. until 5'00 P. M.
Freight vietelved before 9'00 A. M. will go forward the same day.
Freight Delivery, No. 228 S. DELA WARE Avenue. ame day.

Freight Delivery, No. 228 S. DELAWARE Avenue,
72 M WILLIAM J. SEWELL, Superintendent

WATCHES, JEWELRY, ETC. A'MERICAN WATCHES.



W. W. CABSIDY, No. 12 South SECOND Street, Philadelphia, asks attention to his varied and exten-sive stock of GOLD AND SILVER WATCHES AND SILVER WARE. Customers may be assured that none but the best articles, at reasonable prices. Will be sold at his ators. A fine assortment of PLATED-WARE, constantly on band. Watches and Jewelry carefully repaired. All orders by mail promptly attended to. 11 16 stuth?

EWIS LADOMUS & CO., DIAMOND DEALERS AND JEWELLERS,

No. 802 CHESNUT STREET, Would invite the attention of purchasers to their

arge stock of GENTS' AND LADIES' WATCHES, Just received, of the finest European makers. Independent quarter, second, and self-winding, in gold and silver cases.

Also, AMERICAN WATCHES of all sizes, Diamond Sets, Pins, Stude, Rings, etc., Coral. Malachite, Garnet, and Etruscan Sets, in great variety.

SOLID SILVERWARE of all kinds, including a large assortment suitable for Bridal Presents.

C. RUSSELL & CO., CO. OFFER ONE OF THE LABORAT STOCKS

FINE FRENCH CLOCKS, OF THEIR OWN IMPORTATION, IN THE CITY.

OF

AMERICAN WATCHES, C. & A. PEQUICNOT.

MANUFACTURERS OF WATCH CASES, No. 13 South SIXTH Street.

Manufactory, No. 22 S. FIFTH Street. STERLING SILVERWARE MANUFACTORY NO. 414 LOCUST STREET,

GEORGE SHARP, Patentee of the Ball and Cube patterns, manufacture every description of fine STERLING SILVER-WARE, and offers for sale, wholesale and retail, a choice assortment of rich and beautiful goods of new styles at low prices. A. RUBERTS.

STOVES, RANGES, ETC.

NOTICE.—THE UNDERSIGNED

would call attention of the public to his

NEW GOLDEM EAGLE FURNACE.

This is an entrely new heater. It is so constructed as to at once command itself to general favor, being a combination of wrought and cast from it is very simple in its construction, and is perfectly attingt; self-cleaning, having no pipes or drums to be taken cut and cleaned. It is so arranged with upright fines as to preduce a larger amount of heat from the same weight of coal than any furnace now in use. The hygrometric condition of the air as produced by my new arrangement of evaporation will at once dynamic that it is the only Hol Air Furnace that will produce a perfectly healthy atmosphere.

Those in want or a complete Heating Apparatus would do well to call and examine the Golden Eagle, CHARLES WILLIAMS,

Nos. 1132 and 133 than ARET Street,

A large assortment of Cooking Ranges, Fire Board Stoves. Low Down Grates, Ventilators, etc., always on hand,

N. E.—Jobbing of all kinds promptly done. NOTICE .- THE UNDERSIGNED

on hand, N. B.—Jobbing of all kinds promptly done.

THOMPSON'S LONDON KITCHENER.
OR EUROPEAN RANGE, for Families, Hotels, or Public Institutions, in TWENTY DIFFERENT SIZES. Also, Philadelphia Ranges,
Hot-Air Furnaces, Portable Heaters, Lowdown Grates,
Fireboard Stoves, Bath Bollers, Etewhole Plates,
Eollers, Cooking Stoves, etc., waslesale and retail, by
the manufacturers,
BHARPE & THOMSON,
11 37 statistsm

AUCTION SALES.

M C C L E L L A N D & C O.

AUCTIONEERS, No. 806 MARKET Street.

SALE OF 1600 CASES BOOTS, SHOES, BRO-GANS, ETC.

OB Thursday Morning,

Dec. 12, commercing at 10 c'clock, we will sell, by
estalogue, for cash, 160 cases Men's, Boys', and Youths'
Boots, Shoes, Brogans, Balmorals, etc.

Also, Women's, Misses', and Children's wear, To
which the attention of the trade is called. [127 is JOHN B. MYERS & CO., AUCTIONEERS Not. 222 and 225 MARKET Street.

LARGE POSITIVE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS, On four months' credit, On Thursday Merning, At 16 o'clock, embracing about 1200 packages and loss of staple and fancy articles. LARGE POSITIVE SALE OF CARPETINGS, ETC. On Friday morning.

December 13, at 11 o'clock, on four months' credit, at our 200 pieces ingrain, Venetian, list, homp, cottage, and rag carpetings.

J. M. GUMMEY & SONS, AUCTIONEERS, Hold Regular Sales of

REAL RETATE, STOCKS, AND RECURITIES AT

THE PHILADELPHIA EXCHANGE.

Handbills of each property issued separately.

1000 catalogues published and circulated, containing full descriptions of property to be sold, as also a partial list of property contained in our Real Estate Register, and offered at private sale.

Eales advertised daily in all the daily newspapers.

M. THOMAS & SONS, NOS. 139 AND 141

S LE OF ENGLISH AND AMERICAN BOOKS
Embracing a Great Variety of Choice Works in
Superb Bindings, Splendid Bibles, Miscellaneous
Publications, Juvenites, Etc.
On Tuesday, Wednesday, and Thursday Afternooms,
December Iv. 11, and II.
Commencing each day at 3 o'clock. Included ars—
Dore's Milton's Paradine Lost, Don Quixote: Elaine;
Dante and Baron Munchauseo; Bulwer, Cooper, Dickens, Irving, and Shakespeare's Works; Book of Gems;
Hume's England; Court of Napoleon; Sloan's Architecture: Loves and Heroines of Foels: Waverly
Novels: Chambers' Encyclopædis: London Society;
Webster's Pictorial Dictionary; Black's General Atlan;
Cassin's Mammalogy and Ornithology; Baird's Mammels of North America; British Essayists; Snowden'a
Coins and Medals, etc.

12 24

Public Sale on the Premises.

HORSES, COLTS, CATTLE, STEAM TUBULAR
BOILERS, OAK POSTS, SUPER PHOSPHATE,
SUGAR MOULDS POTS, SURAPIRON, ETC.
On Saturday atternoon
Dec. 14. at 20 'clock precisely, will be sold at public
sale, at the residence of A. M. Eastwick, Esq., Darby
road, below Gray's Ferry.

[12 10 5t]

PEREMPTORY SALE-ON ACCOUNT OF WHOM IT MAY CONCERN.
THOMAS & SONS, Auctioneers.
VALUABLE PATENT.
On TUESDAY, December 17, 1867, at 12 o'clock, Noon, will be sold, at Public Sale, without reserve, at the Philadelphia Exchange.
Letters Fatent, granted by the United States to Alphonse Loiseau, for an improvement in machinery, for coating or covering a core with a thread of wool, or for surrounding a core of any material with a thread of any desired material described and filingitated in drawings, accompanying the Letter Patent which can be seen at the office of Edward L. Bodin, Eaq., No. 813 Arch street, where any information concerning the same can be obtained.

Tuppincoper son a construction of the content of the conte

L IPPINCOTT, SON & CO., AUCTIONEERS
Ses formerly occupied by Messrs, Pancoast & Warnock, Auctioneers.)

LARGE POSITIVE SALE OF 750 LOTS OF AMERICAN AND IMPORTED DRY GOODS, EMBROIDERIES, LACE GOODS, HOSIERY GOODS, MILLINERY GOODS, ETC., by catalogue, on four months' credit,
On Wednesday Morning,
Dec. 11, commencing at 10 o'clock, comprising about 750 lots new and desirable seasonable goods. 112 9 34 Included in sale on Wednesday will be found, viz.:—Hoslery Goods, Shirts and Drawers, Cricket Jackets, Hoslery, Gloves, etc.
250 lots Gents' heavy white, blue, rmixed, and orange Shirts and Drawers of standard makes; Ladles' and Children's Merino Vests; Ladles' and Children's Merino Vests; Ladles' and Children's Wool and Cotton and Merino Hose Men's Wool and Cotton Haif Hose, Wool and Cloth Gio res, etc.
LARGE POSITIVE SALE OF 500 LOTS OF RICH, PARIS and German Fancy Goods, Notions, Pocket Wallets, Travelling Bags, etc.
On Wednesday Morning,
Dec. 11. commencing at 10 o'clock.

14

THOMAS BIRCH & SON, AUCTIONEERS CHESNUT Street, rear entrance No. 1107 Sagments, 1

CHESNUT Street, rear entrance No. 1107 Sausom St., PEREMPTORY FALE OF FIRST-OLASS PIANO FORTES, MANUFACTURED BY MESSES, SCHULER & CO., On Wednesday Morning,
Dec. H. at 11 o'clock, at the wareroom of Messers, SCHULER & CO., No. 223 S. FIFTH Street, will be sold, without reserve or limitation, to close the partnership, 8 first-class rosewood 7%, 7%, and 7 octave plano-fortes of the newest style, and richly finished.
The above Planos have the important improvement recently patented by Mr. Schuler, and will compare favorably with the best planos made in the country.

SMALL CHURCH ORGAN.
At the same time will be sold, a small church organ with four stops.
The Planos may be examined at the wareroom any time before the sale.

ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND REACTIONS BOILER WORKS.—NEAFIE & LEVY.
BROILER WORKS.—NEAFIE & LEVY.
MACHINISTS. BOILER-MAKERS, BLACK-SMITHS, and FOUNDERS, having for many years been in srocessful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low-pressure, fron Boilers, Water Tanks, Propeliers, etc., etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low-pressure Fine, Tubular, and Cylinder Boilers, of the best Pennsylvania charcoal fron. Forgings of all sizes and kinds: Iron and Brass Castings of all descriptions; Roll Turning, Screw Chaing, and all other work connected with the above business.

Drawings and specifications for all work done at the establishment free of charge, and work guaranteed.

The subscribers bave ample wharf-dock room for at the establishment for anteed.

The subscribers bave ample wharf-dock room for repairs of bosts, where they can lie in perfect arists, and are previded with shears, blocks, fails, etc., etc. for raising heavy or light weights.

JACOB C. NEAFIR, JOHN P. LEVY,

BEACH and PALMER Streets.

SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets,

D. BORNETON Streets,
STADELPHIA.
STADELPHI Railroad Stations, etc. Retoris and Gas Machinery, of the latest and most Retorn and Gas Machinery, of the latest and most improved construction.

Every description of Plantation Machinery, and Sugar, Saw, and Grint Mills, Vacuum Pana, Open Steam Trains, Delecators, Filters, Pumping Engines, etc.

Sole Agents for N. Billeux's Patent Sugar Boiling Apparatus, Nesmyth's Patent Steam Hammer, and Aspinwall & Woolsey's Patent Centrifugal Sugar Draining Machine.

BRIDESBURG MACHINE WORKS.

No. 65 N. FRONT STREET,

We are prepared to fill orders to any extent for our

well-known

well-known
MACHINERY FOR COTTON AND WOOLLEN
MILLS,
including all recent improvements in Carding, Spinning, and Weaving.
We novite the attention of manufacturers to our extensive works.

ALFRED JENKS & SON.

BROWN'S PATENT COMBINED CARPET-STRETCHER AND TACH-DRIVER.

tack down at the same time her carpets as easily as to sweep them, saving back-aches, bruised fingers, temper, time, and money. It will stretch all kinds of carpets without the least damage, better, quicker, and easier than any other Stretcher made, and drive from 2 to 20-or, tacks with or without leather heads is simple, easily worked, and will last a lifetime Agents wanted. Liberal terms given, It is a nice machine for ladies to sell. For Machines or Agencies

WILLIAM F. SCHRIBLE, No. 49 S, TRIED Street,

W I L L I A M S. G R A N T
OOM MISSION MERCHANT,
Ro. SI S. DELAWARE Avenue, Philadelphia,
AGENT FOR
W. Haker & Oo.'s Chocolate, Coson, and Brome.
Or over Bros. & Co.'s Yellow Motal Bheathing
Bolta and Malls.